

## **Historic, Archive Document**

Do not assume content reflects current scientific knowledge, policies, or practices.

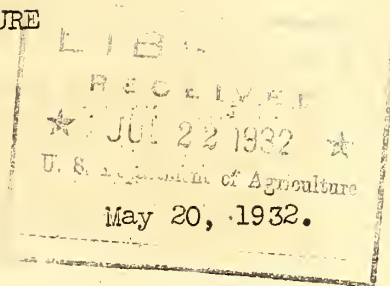


1.9  
W 37 ge  
UNITED STATES DEPARTMENT OF AGRICULTURE

Weather Bureau

Washington

Office of the Chief



CIRCULAR

GENERAL SUPERVISION AND INSPECTION OF AIRWAYS

WEATHER SERVICE.

Reference is made to Circulars, "Supervision of Service for Airways", dated March 18, 1931, and "Inspection of Airways Weather Service", dated August 1, 1931:

Circumstances arising during the present fiscal year necessitate several pronounced changes in the instructions and assignments of general supervision contained in those Circulars. The following instructions should, therefore, be very carefully studied and all officials concerned should make certain that they thoroughly understand their import.

In view of the fact that the personnel of the station having general supervision of the Bureau's service on an airway also makes the inspections along that airway the above-mentioned Circulars are herein combined as a matter of convenience.

The revised instructions as hereinafter outlined will become effective on July 1, 1932, and supersede all previous specific instructions in the matters treated.

General Supervision of Airways Service.

General supervision of airways is assigned only to stations at which qualified personnel are engaged wholly, or primarily, in airways service and from which the inspections and other details of organization and administration can be most efficiently handled. In general, the foregoing means that such work will be handled by the personnel of the airport station, in all cases, including those where direct supervision of the airport station is exercised by the city office.

The general supervising station will be responsible for organizing, administering, and coordinating the service in such a way as best to meet the needs of the air traffic along the airways assigned to it for general supervision.

Other Weather Bureau stations on these airways will send recommendations for changes in service to the Central Office through the general supervising station for the airway in question.

The direct supervision of each individual airways station will continue, as heretofore, under the first-order station to which this has been assigned, which, in general, will be the nearest first-order station on the same airway. The general supervising station will have the direct supervision of any and all intermediate weather reporting stations at which the reports are made by commissioned employees of the Department of Commerce

and the property at such stations will be carried on the property return of the general supervising station, excepting such deviations as may be advisable in the case of radio stations making reports. In this connection, attention is invited to the necessity for effecting transfers of property accountability occasioned by changes in the assignments of general supervision, effective July 1, 1932.

Visits to individual airways stations for purposes of inspection, installing equipment, etc., will be made, when necessary, by the personnel of the direct supervising station upon specific authority and as may appear advisable to authorize. Recommendations for such visits will be made on Form 4067 and sent through the station having general supervision of the airway concerned. Each of these cases will be considered at the Central Office on its merits.

Problems involving the organization, conduct, and furnishing of service over an entire airway of which two or more stations have general supervision of adjoining sections should be discussed and agreement reached among the personnel of the supervising stations before recommendation is submitted to the Central Office. In these cases the recommendation should include an indication that an agreement has been reached.

#### Inspection of Airways Weather Service.

Due to the necessity for keeping all expenditures to a minimum the policy regarding inspections is revised as follows:

(a). Inspections of airways equipped with teletype will be made semi-annually rather than quarterly as heretofore.

(b). Inspections of airways not equipped with teletype will be made only once during the fiscal year, the time of making the inspection being left to the discretion of the responsible official.

All inspections will, as at present, be made, whenever possible, in company with the Assistant Airways Traffic Supervisors of the Department of Commerce in the Government-owned automobiles provided them. The responsibility for making satisfactory arrangements to accompany the supervisors will rest upon the officials of this bureau. They should contact the supervisors, either in person or by correspondence, to make the necessary arrangements. It will, of course, be necessary that public conveyance be used in reaching the point where the supervisor is to be met, or to return to station.

The use of personally-owned automobile for these trips will be authorized only in cases of special necessity, and when advantage and economy to the Government will result, and, of course, subject to the provisions of the current travel regulations.

The inspection trips are to be made by personnel from the station having general supervision of the airway concerned. In cases where a city office exercises immediate supervision over the airport station the foregoing will be taken to indicate that the personnel of the airport station will make the inspections, except in emergencies or unusual cases.



Officials in Charge of stations to which the general supervision of airways equipped with teletype is assigned, in the list at the end of this Circular, are requested to forward an estimate on Form 4067 of the cost of all trips on all airways equipped with teletype under their general supervision, to reach the Central Office not later than June 15, 1932, in order that proper authorizations may be issued. In the Forms the trip over an airway will be regarded as a unit, and mention of individual airways stations to be visited need not be made, e.g., for inspections over the Chicago-Evansville airway merely indicate "Chicago-Evansville airway". All airways are to be included, if practicable, on one Form and the totals given will be for all inspections over all airways. Letters of Authority will be prepared from these.

Officials in Charge of stations having general supervision of airways not equipped with teletype, as assigned in the list at the end of this Circular, will forward Form 4067 for the necessary trips in sufficient time immediately prior to the date of departure to permit the preparation of a Letter of Authority. Estimates, however, of the cost of the trips are to be submitted by letter not later than June 15, 1932, in order that proper allowance of funds may be made for this project.

Assignment of Airways  
(General supervision and inspectional services).

Albany:

Albany-Montreal\*

Albuquerque:

Kingman-Amarillo  
Albuquerque-El Paso  
Pueblo-Albuquerque  
Pueblo-Amarillo

Atlanta:

Atlanta-Richmond  
Atlanta-Evansville  
Atlanta-Jacksonville  
Atlanta-New Orleans  
Atlanta-Jackson  
Memphis-Nashville-Louisville  
Memphis-New Orleans

Boston:

Boston-New York

Cheyenne:

Cheyenne-Pueblo  
Cheyenne-Rock Springs

Chicago:

Milwaukee-Green Bay  
Chicago-Evansville  
Chicago-Indianapolis  
Chicago-St. Louis  
Chicago-Moline  
(Chicago-Omaha and Chicago-Kansas City airways)  
Chicago-Twin Cities  
Chicago-Bryan  
South Bend-Fort Wayne

Cleveland:

Cleveland-Albany  
Cleveland-Bellefonte  
Cleveland-Bryan  
Cleveland-Pittsburgh  
Cleveland-Columbus  
Indianapolis-Pittsburgh  
Columbus-Louisville  
Toledo-Detroit  
Indianapolis-Cincinnati

## Dallas:

Dallas-Jackson  
 Dallas-Houston-New Orleans  
 Dallas-San Antonio  
 San Antonio-Brownsville  
 Dallas-Big Spring  
 Dallas-Tulsa  
 Dallas-Wichita  
 San Antonio-Big Spring  
 Amarillo-Tulsa  
 Tulsa-Ponca City  
 Dallas-Amarillo  
 Dallas-Memphis

## Detroit:

Detroit-Kalamazoo  
 Detroit-Bay City  
 Detroit-Grand Rapids  
 Kalamazoo-Muskegon  
 Kalamazoo-Flint

## El Paso:

Phoenix-Big Spring

## Jacksonville:

Daytona Beach-St. Petersburg  
 Jacksonville-Miami  
 Jacksonville-Richmond

## Kansas City:

Kansas City-St. Louis  
 Kansas City-Tulsa  
 Kansas City-Amarillo  
 Kansas City-Moline  
 Kansas City-Denver

## Los Angeles (Burbank)

Los Angeles-Phoenix  
 Los Angeles-San Diego  
 Los Angeles-Las Vegas  
 Los Angeles-Fresno  
 San Diego-Phoenix

## New York (Newark):

New York-Albany  
 New York-Bellefonte  
 Camden-Pittsburgh

## Omaha:

Omaha-Iowa City  
 Omaha-Kansas City  
 Omaha-Watertown  
 Omaha-Cheyenne

## Portland:

Portland-Medford  
 Portland-Seattle  
 Portland-Pasco-Spokane

## Saint Louis:

St. Louis-Indianapolis  
 St. Louis-Tulsa  
 St. Louis-Evansville  
 St. Louis-Memphis

## Saint Paul:

St. Paul-Fargo-Pembina  
 Fargo-Bismarck  
 St. Paul-Duluth

## Salt Lake City:

Salt Lake City-Rock Springs  
 Salt Lake City-Great Falls  
 Salt Lake City-Las Vegas  
 Salt Lake City-Reno  
 Salt Lake City-Pasco

## San Francisco (Oakland):

San Francisco-Fresno  
 San Francisco-Reno  
 San Francisco-Medford

## Seattle:

Seattle-Victoria\*  
 Seattle-Vancouver\*

## Washington:

Washington-Pittsburgh  
 Richmond-New York  
 Washington-Norfolk

\*International Boundary only

The foregoing assignments are not to be construed as amending or changing in any way the assignments of airways for forecast purposes.

Changes in assignments have been made to permit convenient inspection of the service in company with the Assistant Airways Traffic Supervisors, and to coordinate the service in general.

C. F. Harvin  
 Chief of Bureau.